

(12) **UK Patent Application** (18) **GB** (11) **2 180 806** (13) **A**

(43) Application published 8 Apr 1987

(21) Application No **8523517**

(22) Date of filing **24 Sep 1985**

(71) Applicant  
**Leslie Powell,**  
**19 Wesley Avenue, Halesowen, West Midlands B63 2PJ**

(72) Inventor  
**Leslie Powell**

(74) Agent and/or Address for Service  
**Marks & Clerk,**  
**Alpha Tower, Suffolk Street Queensway, Birmingham**  
**B1 1TT**

(51) INT CL<sup>4</sup>  
**B60R 25/00**

(52) Domestic classification (Edition I):  
**B7J 101H**

(56) Documents cited  
**GB A 2152890**    **GB A 2128949**    **US 3695071**  
**GB A 2147556**    **GB A 2112725**

(58) Field of search  
**B7J**  
**Selected US specifications from IPC sub-class B60R**

BEST AVAILABLE COPY

(54) **Motor vehicle wheel clamp**

(57) A motor vehicle wheel clamp comprises a triangular chock 10 having end plates 11, 12. A jaw 20 is welded to plate 11 and a jaw 21 is pivotally mounted on plate 12. A lock 30, also mounted on plate 12, has a handle 31 and a shaft 33 which carries a locking member 34. In Fig. 1, locking member 34 is shown retaining jaw 21 in a closed position. In order to release jaw 21, lock 30 is unlocked and handle 31 is turned until jaw 21 can be rotated to an open position. In use, the wheel clamp is mounted on a wheel with jaws 20 and 21 engaging the side surface of the wheel tyre and with jaw 21 locked in its closed position.

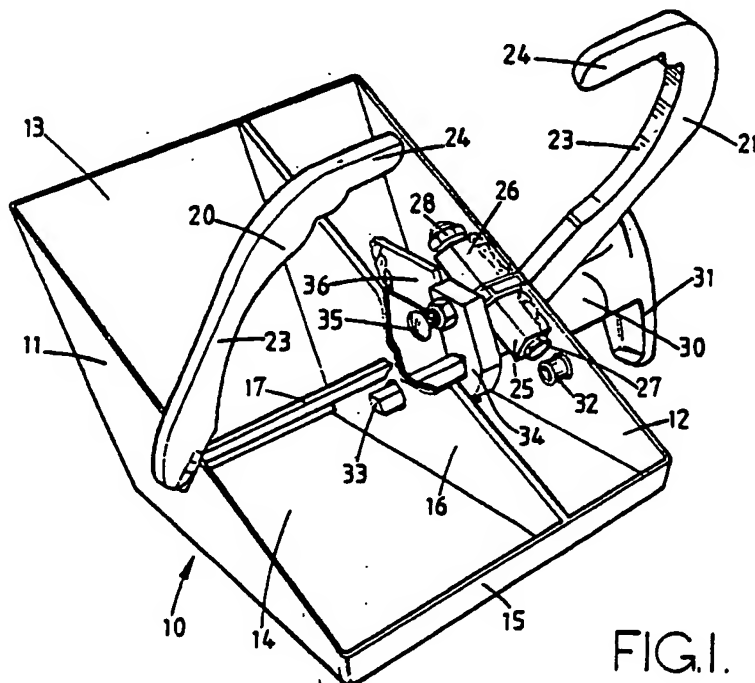


FIG. 1.

GB 2 180 806 A

2180806

1/1

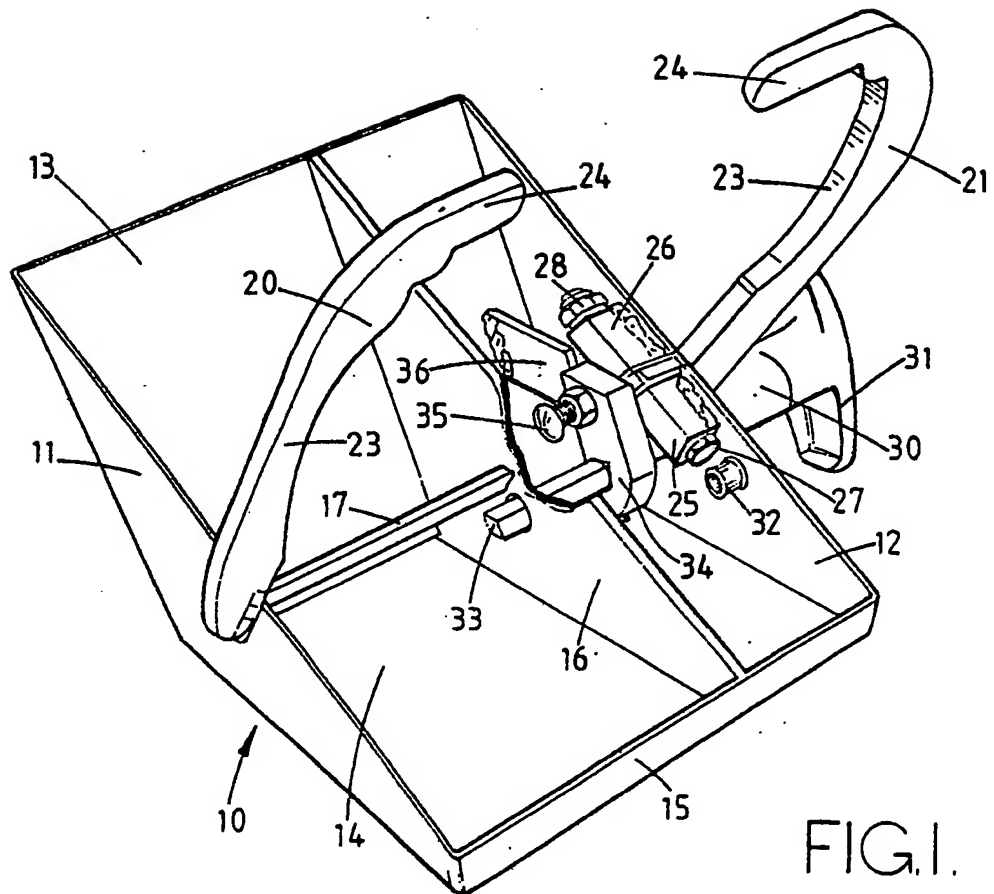


FIG. 1.

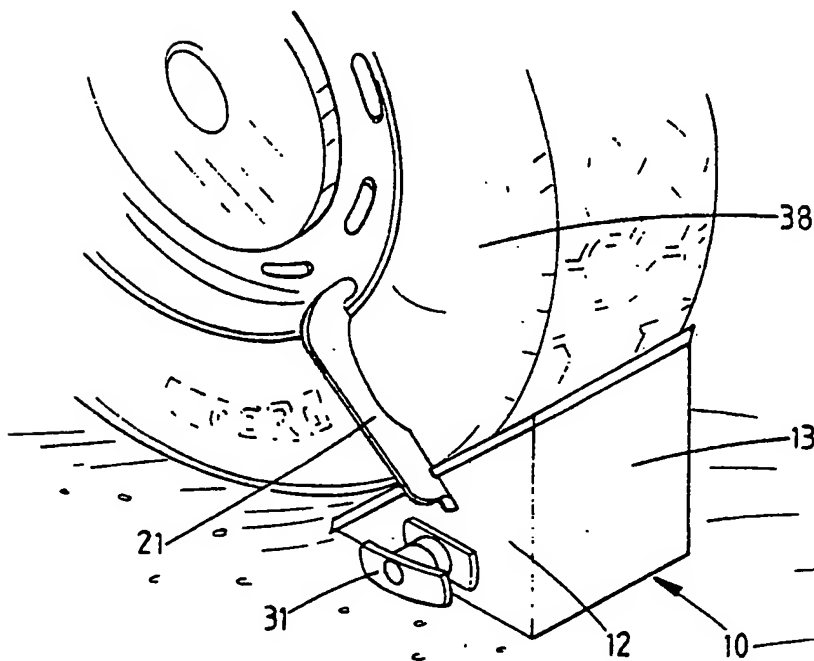


FIG. 2.

## SPECIFICATION

### Motor vehicle wheel clamp

- 5 This invention relates to a device for preventing or deterring the driving of a motor vehicle.

There is a requirement for a device which can be fitted to a vehicle to prevent or deter the driving of the vehicle, the device being  
10 additional to conventional door and ignition locks. For example, the owner of a vehicle may wish to attach such a device to his vehicle as an additional security measure to prevent unauthorised persons from driving it.  
15 Also, when a vehicle is parked illegally, it may be desired to attach such a device to a vehicle so as to force the driver to pay a penalty before the vehicle is released.

It is accordingly an object of this invention  
20 to provide a new or improved device for preventing or deterring the driving of a vehicle.

According to this invention, there is provided a motor vehicle wheel clamp comprising a wheel chock and means for clamping the  
25 chock to a motor vehicle wheel.

When the wheel clamp according to this invention is clamped to a motor vehicle wheel, the chock prevents the vehicle from being driven until the wheel clamp has been re-  
30 moved.

In the preferred arrangement, the clamping means comprises a pair of jaws mounted on the chock, at least one of said jaws being moveable between an open position and a closed position, and locking means operable  
35 to retain said at least one jaw in the closed position.

Conveniently, one of said jaws is fixedly mounted on the chock and the other of said  
40 jaws is moveable between an open position and a closed position.

The chock may be of triangular cross section.

This invention will now be described in  
45 more detail, by way of example, with reference to the drawings in which:-

*Figure 1* is a perspective view of a motor vehicle wheel clamp embodying this invention with its cover plate removed; and

50 *Figure 2* is a perspective view of the wheel clamp of *Fig. 1* secured to a motor vehicle wheel.

Referring now to *Fig. 1*, the wheel clamp comprises a chock generally indicated at 10  
55 and a mechanism for clamping the chock to a motor vehicle wheel.

The chock 10 comprises a pair of triangular steel end plates 11, 12, a pair of rear walls 13, 14, and a lip 15. The walls 13 and 14  
60 and the lip 15 are formed from a single piece of steel which is bent so that the walls 13 and 14 are perpendicular to each other and the lip 15 is perpendicular to the wall 14. The walls 13, 14 and lip 15 are welded to the  
65 end plates 11, 12. The chock further includes

a triangular plate 16 welded to walls 13 and 14 and lip 15 and a strengthening plate 17, one end of which is welded to end plate 11 and the other end of which is welded to the plate 16. The chock 10 also has a cover plate which is not shown in *Fig. 1* and which is welded in position.

The clamping mechanism comprises a pair of jaws 20 and 21. The jaw 20 is welded to the outer surface of end plate 11 and the jaw  
75 21 is moveably mounted on end plate 12 so that it can move between an open position and a closed position. In *Fig. 1*, the jaw 21 is shown in its closed position. Each of the jaws 20, 21 has a curved part 23 which, in use, engages the side surface of a wheel tyre and a end lip 24 which engages the outer part of the rim of a wheel.

In a modification, the jaw 21 is of bifurcated construction so that end lip 24 is replaced  
85 with a pair of end lips. The end lips 24 are preferably hardened.

In order to mount the jaw 21 on plate 12, the plate 12 is provided with a pair of mounting blocks 25, 26. A bolt 27 passes through aligned apertures in blocks 25 and 26 and an aperture in the base of jaw 21. The bolt 27 is secured in position by a nut 28.

The clamping mechanism further includes a  
95 lock 30 having a handle 31 and which is secured to plate 12 by a pair of screws, one of which 32 is shown in *Fig. 1*. The lock 30 has a shaft 33, the free end of which passes through an aperture in plate 16. A locking member 34 is secured to shaft 33. The free end of member 34 provided with a spacing member 35. The spacing member 35 engages, or nearly engages, one face of plate 16. In *Fig. 1*, part of plate 16 is removed to expose those parts hidden behind him. A stop member 36 is welded to wall 13 to limit rotation of shaft 33.

In *Fig. 1*, lock 30 is shown in the position in which it retains jaw 21 in its closed position. As shown, in this position locking member 34 engages stop member 36. In order to release jaw 21, lock 30 is unlocked and the handle 31 is then turned so that the locking member 34 moves away from stop 36 until the jaw 21 can be rotated into its open position.  
110

In *Fig. 2*, the wheel clamp is shown in engagement with a wheel 38 of a vehicle. In *Fig. 2* the jaw 21 is in its closed position. In order to maintain the jaw 21 in this position, the handle 31 of lock 30 must be rotated into the position of *Fig. 1* and then secured in this position using the lock key. The chock 10 then prevents the vehicle from being driven.  
120

In a modification of the embodiment described above, each of the jaws 20 and 21 is moveably mounted on the chock 10 between an open position and a closed position. The lock 30 is then arranged so that it can retain both jaws in their locked positions.  
125  
130

**CLAIMS**

1. A motor vehicle wheel clamp comprising  
a wheel chock and means for clamping the  
5 chock to a motor vehicle wheel.

2. A motor vehicle wheel clamp as claimed  
in claim 1, in which the clamping means com-  
prises a pair of jaws mounted on the chock,  
at least one of the jaws being moveable be-  
10 tween an open position and a closed position,  
and locking means operable to retain said at  
least one jaw in the closed position.

3. A motor vehicle wheel clamp as claimed  
in claim 2, in which one of said jaws is fixedly  
15 mounted on the chock and the other of said  
jaws is moveable between an open position  
and a closed position.

4. A motor vehicle wheel clamp as claimed  
in any one of the preceding claims, in which  
20 chock is of triangular cross section.

5. A motor vehicle wheel clamp substan-  
tially as hereinbefore described with reference  
to, and as shown in, the accompanying draw-  
ings.

---

Printed for Her Majesty's Stationary Office  
by Burgess & Son (Abingdon) Ltd, Dd 8991685, 1987.  
Published at The Patent Office, 25 Southampton Buildings,  
London, WC2A 1AY, from which copies may be obtained.